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[a1365]

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Hongkong, 1st September, 1904. [a2865]

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Hongkong, 16th January, 1905. [a275]

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Hongkong, 4th February, 1905. [a381]

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Hongkong, 28th November, 1902. [a245]

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Hongkong, 7th October, 1904. [a49]

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Hongkong, 15th August, 1904.

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15, Queen's Road, Hongkong, 3rd February, 1905. [a48]

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Hongkong, 2nd February, 1905. [a36]

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J. GEAY SCOTT,
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Hongkong, 20th January, 1905. [a48]

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Our communications relating to the news column
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Our journalists must forward their names and addresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
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The Daily Press.

HONGKONG OFFICE: 14, DESVRES ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.
HONGKONG, FEBRUARY 17TH, 1905

Four or five months ago, we reproduced from a northern contemporary a report that a Chinese company was contemplating experiments with a Grimsby trawler, with a view to developing the native fishing industry. Whether this report inspired him or not, it was about the same time that the French commercial agent at Haiphong, M. GEORGES VILLAREM, broached a similar project for Indo-China. We are in receipt of a pamphlet by him, entitled "Pêcheries du Tonkin," in which he unfolds the scheme, and explains why it did not succeed. The commercial importance of a business so intimately concerned with the staple food of large masses of Chinese is first emphasised. He explains how more fish is eaten salted and dried than fresh, and describes briefly some of the methods of preparation. The primitive methods still employed by the Chinese and Annamite fishermen are referred to, by which the hundreds of junks that work in the Gulf of Tonkin obtain such comparatively poor harvests. Many of these junks go from Pakhoi and Hoitow to the island of Cé-Bâ, off the port of Haiphong, where the salting and exporting of fish gives employment to numbers of people. An estimate, supposed to be conservative, puts the quantity sent to China at 838,372 kilogrammes, 309,094 kilos to Cochinchina and Annam, and 173,000 kilos *transitant pour le Yunnan*. Pakhoi alone has four or five hundred junks engaged. M. VILLAREM's idea was to form a company with a capital of 200,000 francs, in hundred franc shares, to build steam trawlers of Philippines timber, of from forty to fifty tons capacity, to bring the very latest gear from France, and export skippers from the Mediterranean fisheries. Natives

would not be able to manage the patent nets he describes, which are lowered and raised by means of steam windlasses, and have "pockets" about two hundred feet long and about thirty feet wide. The *chabutier* would have a very sharp prow, and steam so fast that the fish would be driven in a dense mass into this *sac ou poche*. On shore, at some point handy for railway and harbourage, a little village was to be established with *ateliers* for the drying and preparation of the catch. The expensive refrigerators used at home would not be necessary on the ships, which would return at intervals with their catches. Such fresh fish as would be required for local towns could be quickly sent in special boxes. The bulk would be dried and salted in the native fashion, for native consumption. Fish glue could be manufactured from the fins and other remains, while the residuum would soon find use among agriculturists. He selected a place near the rapidly rising port of Vinh, between which place and Hongkong he foresaw possibilities of a regular service of steamers. After certain dredging operations now going on were finished, big steamers could get in all weathers, and the railway to be completed this month (February) would bring Hanoi within ten hours. He applied for a concession of about fourteen or fifteen acres of sandy beach near Xuan-Dam, on the island of Cé-Bâ, on which to erect the manufactory, store rooms, and workmen's dwellings. It was not granted. General CORONAT explained that this territory was reserved for military purposes. M. VILLAREM, who had been figuring out big dividends, was apparently too disappointed to try again, or select a fresh place. He cannot understand what soldiers can want with a strip of sand on the edge of the sea, and pathetically exclaims, "mystery and good will!" He also speaks of the General as an old soldier who is unable to realise the importance of true colonisation, the sanctity of commerce, and so on. On the 25th December, a date which should have put him in a kinder frame of mind, he writes "Brave homme va!" General CORONAT's departure is not yet announced, however; so that was probably taken as the Gallic equivalent of the Irish "Arrah go on!" Seriously, there was probably a better reason for the refusal than M. VILLAREM has thought of. It may be that the Colonial Government hesitated to encourage the taking away of the livelihood of the numerous native fishermen and their intermediaries. M. VILLAREM thinks his project would not do that, as his employees would fish the deep sea, but he says nothing on the point of capturing the native markets for which the present fishing populations cater.

The smoking concert which was to have been held at the Engineers' Institute to-night has been postponed indefinitely.

On Tuesday, Wednesday and Thursday next, Race Holidays, the Exchange Banks will be closed for the transaction of public business at 11.45 a.m.

News was received yesterday that owing to the impossibility of making suitable shipping arrangements, Harcourt's circus will not open in Hongkong next week, but will proceed at once to Bangkok.

Captain A. Rodger, of the China and Manila s.s. *Zafiro*, is proceeding to Shanghai on account of the death of his brother Mr. W. W. Rodger. Mr. A. Fraser, chief officer of the *Zafiro*, is promoted to Captain pro tem.

The Artillery are shortly to be supplied with a new dress cap, which is considered a vast improvement on the present headgear. The cap will be of blue cloth, with peak and red band, similar to that now worn by officers, and will be conferred on all ranks.

It was announced on Jan. 14th that Fraulein Bertha Krupp, only daughter of the late General Alfred Krupp, of Essen, reputed to be Germany's wealthiest heiress, was betrothed to Doctor W. Hock, a medical practitioner of Kleyditz, Rhineland.

The Brussels *Chronique* announces that a monthly steamer service between Antwerp and China is to be established. It is understood that the capital for the undertaking will be supplied by various prominent persons, and that part will be drawn from the Civil List.

President Roosevelt transmitted to the Senate Mr. Hay's recommendation for the establishment of a district court of the United States for China and Korea. Mr. Hay's letter said that the Consular courts are inadequate. It is proposed that the court shall hold sessions at Shanghai, Canton, Tientsin, and Seoul.

At the Police Court yesterday, Mr. H. H. Gompertz again rebeated the charge of assault against the sailor, Back, of the s.s. *Oscar II*. As the Captain of the vessel was now willing to pay the fine, and take the man back on board, defendant was re-instated after being bound over in a further bond of \$100 to keep the peace for six months, and cautioned not to appear before His Worship again.

Mr. Frank Brown, Government Analyst, returned by the s.s. *Prinzess Alice* yesterday.

Capt. Lyons, Assistant Superintendent of Police, and Mrs. Lyons returned to Hongkong by the s.s. *Prinzess Alice*.

Sergeant Walsh, of the Naval Yard Police, has been recommended for the Royal Humane Society's medal for saving a naval officer from drowning, at Yau-tai on the 13th inst.

The death, in London, of Mr. E. A. Sargent, connected with Messrs. Shaw, Tait & Company, is announced. Mr. Sargent had many friends in the Colony, and was at one time Hon. Secretary of the V.R.C.

This afternoon a meeting of those interested in the new Kowloon Church will be held at the Kowloon Institute, in order to discuss matters connected with the Church, and especially to form plans for procuring the necessary fittings. The Bishop of Victoria will preside.

The Bishop of Shantung, Dr. Geoffrey Durnford Illiff, and Mr. J. C. Sharpe, of Byfield, have been elected Honorary Fellows of S. Augustine's College, Canterbury. The Bishop of Shantung was educated at the Clergy Orphan School at Canterbury, and was ordained for missionary work from S. Augustine's.

On January 14th, the German miners on strike numbered considerably over 60,000. The proprietors declared that if they yielded to the men's demands they must, once and for all, give up the idea of competing in the foreign coal market. The total number of pits affected was 91, involving the interests of over 110,000 miners.

The *Globe* says: A young woman, of Bowes Park, N., has sailed for China to be married to Mr. Louis Rox, an English architect, who was one of the Hongkong Volunteer Contingent at the Alexandra Palace at the coronation time. This makes the twelfth wedding as the result of the location of the Imperial troops at the Palace.

In reply to many expressions of congratulation, General Nogi sent, through *The Standard*, to the friends of Japan in England, the following message: "After spending so many months and sacrificing so many lives in the taking of Port Arthur, I feel unworthy of praise. But, knowing the sympathy of the people of England, not only myself but my soldiers heartily rejoice. As representing the Army, I desire to send heartfelt thanks."

By kind permission of Major Radcliffe and officers, the Band of the 93rd Burma Infantry will play the following programmes of music, at the King Edward Hotel, during dinner, this (Friday) evening:

March "Yan" Klein
..... "Marguerite d'Anjou" Moy clear
Selection "All the Girls" Williams
Piccolo Solo "Budapest" Damase
Selection "Reminiscences of England" Galfrey
Vuln. "Reverie" Follett
Barcarolle, "Caractéristique" Contero
Mazur. Horn, D'Guivres-Sliced Boeroot, Tomato, and Water Cress Scotch Egg on Toast-Soup-Turbo, Cudcrab. Fish-Baked Fish and Anchovy Sause, Entrecôte-Brisquet of Pigeon Larded, Fillet of Beef Cutlet and Mashed Potato, Stew-Chicken Liver with Macaroni and Tomato-Joints-Hake, Veal, Roast Turkey, Cold York Ham, Curry-Forced Neat Curry, Salada-Scotch Salad, Vegetables-Boiled Potatoes, Chipped Potatoes, Baked Tomatoes, Stewed Onions-Sweets-Plum Pudding, Cream Puffs, Vanilla Ice Cream, Finger Cakes, Fruits in Season, Tea and Coffe.

A gentleman of good family, with an income of £2,000 a year, was brought before the police commissioner for the St. Denis district, in France, together with the usual assortment of cut-throats, thieves and beggars collected in a recent police raid. He was wearing filthy tattered clothes, and there was nothing in his appearance to distinguish him from the rest of his companions. "But I am no vagabond," he explained. "I have an ample income, and simply live this sort of life for my own pleasure." The magistrate sharply retorted: "Don't attempt to koofo me. I am not here to listen to such rubbish." The man persisted in his statement, and referred the commissioner to a certain lawyer, inquiry of whom confirmed his story. He was found also to be heir to a fortune of £80,000, which he will receive on the death of his grandmother. The wealthy tramp explained that he had failed to achieve the ambition of his youth and become a master mariner. He had conceived a hatred for ordinary society, and now lived among a more interesting class.

A 200-MILE TOW.

The s.s. *Merionethshire*, Captain C. H. Burch, put back here yesterday towing the s.s. *Oscar II* (Captain R. Olsen), of Bergen with her main shaft broken. The *Merionethshire* left Hongkong for Shanghai on Tuesday, and at six o'clock on Wednesday morning when ten miles south-west of High Lam mock, the disabled steamer, flying signals of distress, "want immediate assistance," was sighted. Captain Burch proceeded to get a tow rope on board by means of rockets. The sea being so heavy, however, it was found impossible to get close enough to successfully carry out this manoeuvre. A boat, in charge of the third officer, was therefore with great difficulty launched. After a heavy pull she arrived to leeward of the *Oscar II*. While alongside, the boat on two occasions narrowly escaped being capsized by the steamer sheering on top of it. The connection made, the boat was returned, and a hawser connection was made between the vessels. The *Merionethshire* towed the *Oscar II* to port, a distance of 200 miles, arriving at noon yesterday. The *Oscar II* had left Hongkong for Shanghai on Monday.

Mr. P. H. Holyoak's lecture on "Morocco," delivered at the Union Church Literary Club last evening, attracted a fair attendance. The subject was interesting and the lime-light views very good.

TELEGRAMS.

"DAILY PRESS" SERVICE.

STEAMER COLLISION AT SHANGHAI.

SHANGHAI, 16th February.

The s.s. *Newchucay* has returned to Shanghai, having been damaged in the river by a collision with the s.s. *Sperber* off Edwar Island.

[PRIVATE TELEGRAM.]

SHANGHAI DIVIDENDS.

HONGKONG, 16th February.

Messrs. Benjamin, Kelly and Potts courteously inform us that they were informed by telegraph that the following dividends have been declared in Shanghai:—

Shanghai-Samoa Tobacco Co., Ltd., Final dividend Tls. 6 making Tls. 9 for the year.

Shanghai Gas Co., Ltd., Final dividend of Tls. 5 making Tls. 8 for the year.

Maastrichtsche &c. in Langkat, Ltd., First Interim Dividend of Tls. 7½ account 1905.

[REUTER'S SERVICE.]

THE STRIKES IN RUSSIA.

LONDON, 14th February.

The situation is somewhat more hopeful at Lodz, where the workmen in many factories have resumed their occupations.

PARLIAMENT.

LONDON, 14th February.

Parliament has been opened. Rt. Hon. Sir Henry Campbell-Bannerman said that the fiscal question still overshadowed everything. He vigorously condemned the Government clinging to office though the feeling of the country had demonstrated indubitably that a prolongation of the present situation was a public danger and a usurpation of power. With reference to the War, he hoped that Lord Lansdowne would embrace the earliest opportunity of using England's influence on the side of peace. The Tibet expedition he described as a tragic comedy, and asked why the Government's censure of the Agent (Chinese resident?) was not carried through (to Peiping?)

In the House of Lords, Earl Spencer trusted that the Government would not lose any proper opportunity occurring with other powers in trying to bring the war to a peaceful solution.

THE WAR.

[REUTER'S SERVICE.]

VLADIVOSTOK'S TURN.

LONDON, 14th February.

It is announced at St. Petersburg that a state of siege has been proclaimed in Vladivostok, and that part of the inhabitants have hurriedly left the town.

SALE OF STEAMERS.

The Ban An s.s. *An Pao* of Hongkong (formerly the China and Manilla s.s. *Esmeralda*) has been sold to Japan for £16,000. She is a vessel of 966 net tons, and was built by Messrs. W. Hamilton and Company, of Port Glasgow, in 1891.

The s.s. *Argus*, owned by Messrs. Archibald, Curry and Company, of Melbourne, has been sold to Japan for £16,500. She is a vessel of 1822 tons net, built by Messrs. Palmer's Company, of Newcastle, in 1889.

TRAINING NOTES.

DERBY GRIFFINS.

Yesterday Empress of India Rose did 1½ miles in 3:29, last quarter 33; Cascade did the mile in 2:18, last quarter 37; Lamarc Rose the mile and a half in 3:35, last quarter 34; Esquimault (Mr. Moller up) and Halifax went round together for a mile and a half. The time was 3:44, last quarter 32; Halifax finished first. Invincible Rose did the mile and a quarter in 3:02, last quarter 31. Umbrian King did the three quarters in 1:46, last quarter 30. Cobe did the three quarter mile in 1:42, last quarter 33. Nomination did the mile in 1:39, last quarter 32. The Queen Rose did the 1½-mile in 2:55, last quarter 34.

Other times were—Fitztrinity, 1½ miles, 2:18, last quarter 32; Grafton 2:16, 1:30, last quarter 33; Professor 4 miles, 1:44, last quarter 33; Forward, 1 mile, 1:41, last quarter 34; Timothee and Soup Meat, 1½ miles, 1:5; Black Monday, 3 miles, 1:43, last quarter 33; Praps and Cake Walk, 1 mile, 1:43, last quarter 33; Blackbird, 3 miles, 1:42, last quarter 31; Ching, 1 mile, 1:41, last quarter 33; K.O.S.B., 2½ miles, 2:20, last quarter 32; Starling, 2 miles, 2:24, last quarter 33; Police, 2 miles, 2:19, last quarter 33; White Elephant, 2 miles, 1:44; Ocean, 2 miles, 2:25, last quarter 35; Rosy Morris Rose, mile, 2:21, last quarter 33; Fiscal 1½-mile, 2:55, last quarter 34; Coronet Rose, 1½ miles, 3:35, last quarter 32; La France Rose, 1½ miles, 3:39, last quarter 34; Astraea, 1½ miles, 2:54, last quarter 34; Rare Rose, two miles, 5½, last quarter 34; Algerine, two miles, 5½, last quarter 31; High Frequency, 1½-mile, 3:1, last quarter 33; Beauchamp, 2 miles, 2:14, last quarter 32; Little Momo, mile, 2:25, last quarter 34.

OTHER TIMES.

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Referee:—Mr. A. O. Laing.

The Club played a four men short, and the Naval team one man short.

In the first half the Navy scored one goal and three tries, the scorers being Hallett (2), Bateman and Fawcett. It was a hard and fast game, the Club being manifestly handicapped by their shortness of men.

In the second half one goal and two tries were scored for the Navy, the scorers being Bateman, Taylor and Hallett. In each instance Grieve took the kick. Jordan scored a try for the Club, but Pearce failed to convert.

Result:—Naval team, 2 goals 5 tries (25 points); H.K.F.C., try (3 points).

His Excellency's brief acknowledgment concluded the meeting.

FOREIGNERS IN A CHINESE CLUB.

A. Joiner, G. Terrell, F. Dalton and E. Burke

SUPREME COURT.

Thursday, 16th February.

IN ORIGINAL JURISDICTION.

BEFORE SIR S. H. BERKELEY (CHIEF JUSTICE.)

THE YAN CHEUNG FIRM V. THE SAN YEE CO., LTD.

The hearing of this claim, for \$11,991 damages sustained by the plaintiff firm on account of the defendants' non-delivery of yarn, was concluded. As before the Hon. Mr. E. H. Sharp, K.C., instructed by Mr. John Hastings, appeared for the plaintiff firm; and Mr. H. E. Pollock, K.C., instructed by Mr. R. F. C. Mastor (of Messrs. Johnson, Stokes and Master) for the defendants.

The hearing of evidence on behalf of the plaintiff firm ended, the Hon. Mr. Sharp said:—The evidence called is equally applicable to the second action between the same parties, Action No. 82 of 1904. As the contracts are identical in each case, when this case comes on for trial the evidence may be read. Each of us might have to add something, but it would save an amount of time if this evidence is regarded as evidence in the second action, with liberty to call other witnesses. It is the same yarn.

Mr. Pollock concurred.

Hon. Mr. Sharp.—And in the third action, so far as it is applicable this evidence might be read. The broker's evidence, for instance, is the same, and with other evidence there is little difference. Instead of calling the same parties their evidence might be read.

Mr. Pollock.—I cannot concur in that, as it is different yarn.

His Lordship.—Wait till the hearing of the action.

Mr. Pollock.—I have considered the case very carefully and the evidence given on behalf of the plaintiffs, and I must frankly admit that the case made by the plaintiffs is too strong to get over. It would be waste of time to call evidence which I do not think would affect Your Lordship's judgment. I think there are one or two points that still remain, but they are points of law, so I do not intend to call any evidence. A point I wish to raise is whether the plaintiffs can reasonably come before the court to recover a loss which they have not actually sustained, and the plaintiffs ask the court to award damages which they have not actually sustained. There are 500 bales, for instance, which the plaintiffs went into the market and bought, and with reference to these, of course, damages must be paid. Perhaps my friend wants an adjournment to consider the point.

Hon. Mr. Sharp.—No, not at all.

His Lordship.—This is Mr. Pollock's position—he does not call evidence of fact but submits that the plaintiffs have not shown any actual loss, and therefore no judgment for damages can be given.

Mr. Pollock.—If they had been able to purchase in the market and had actually purchased, then the defendants would have suffered damages. They cannot ask Your Lordship to give them a sort of present as damages. We have to pay the loss actually sustained and are not obliged to give a present in addition. That they are entitled to an indemnity we cannot dispute.

His Lordship.—You say it is not a question of what they might have done, but the loss they actually sustained in having to buy goods. They are claiming a loss for profit they could have made had they got the goods you sold them, a loss of profit.

Hon. Mr. Sharp.—I put it, the question of damages in this case is this:—(1) the measure of damages on account of the non-delivery of goods is calculated by the ordinary market price at the time when the goods should have been delivered; (2) where the buyer at the seller's request has temporarily forbore to insist on his rights as to the delivery, then the measure of damages for ultimate non-delivery is the ordinary market price at the time when the buyer withdraws his forbearance.

I think these two rules govern the case and on these two rules one claim is based. The plaintiff might have brought his action earlier, but he forbore at the request of the defendant till the final letter of the 11th April, and at that time a reasonable time was given for the defendant to deliver the yarn. The market price was then \$120 per bale. The market price as a measure of damages may be proved by purchase of goods or in any other way satisfactory to the parties, but going out to buy goods is merely one way. In some cases where there is a regular published price list this can be placed before the Court. It is hardly material that the plaintiffs should go out and buy goods in this case. I think we have clearly established \$120 per bale was the price, but we put our claim at one lower than that, taking \$120 per bale as the price. I would refer Your Lordship to one or two authorities out of Mayne. The only point my friend has is that we can only claim the market price and not any special price. Let me refer Your Lordship to the case of Ogle and Vane in the Law Reports, and Hickman and Haynes.

Mr. Pollock.—I would refer Your Lordship in the first instance to the statutory provisions, sub-section 25 of Ordinance 4 of 1896, the Sale of Goods Ordinance, corresponding to the previous Home Act of 1893. As regards the question of dates, it was some day between the 16th and 26th April. The market price seems to have been fairly constant at that time, but we lay stress on these words: "the measure of damages has *prima facie* to be obtained." They did not say as they would have said if my learned friend were correct, that the measure has to be ascertained and reckoned as liquidated damages. What they say is that

"the measure of damages has *prima facie* to be obtained." It is only *prima facie* damages which of course, in perhaps ninety-nine cases out of a hundred would in England be a real measure of damages; the plaintiff would, in fact, have gone into the market and bought the goods and would claim the real loss he sustained.

His Lordship.—Apparently you dispute that one wishing to speculate on secret information he obtained would be entitled to speculate on the price he was buying at. Say that information had been received a week previously of such a reliable and confidential character that speculating was an absolute certainty. That, in fact, the market did rise, but that the goods are not delivered. Is the buyer's right to recover what he would have made if the contract had been fulfilled? I think the measure of damages is what could have been made if the contract had been carried out.

Mr. Pollock.—The loss must be an actual loss. His Lordship.—If I enter into a contract in December for goods to be delivered in January, at \$100 per bale and in January the goods cost \$130 per bale it is my right to claim damages at \$30 per bale, the difference between the contract price and the market price when the contract should have been fulfilled?

I think the measure of damages is what could have been made if the contract had been carried out.

JUDGMENT.

In giving Judgment His Lordship said:—I do not think I can do anything else than give judgment for the plaintiffs for the amount claimed, for the reasons are so obvious. This contract was made for the delivery of yarn at a certain price. The yarn was not delivered when it should have been. The plaintiffs forbore their insistence of delivery at the request of the defendants, and still it was not delivered. They had, in effect, postponed the date of the breach of the contract till the date when the plaintiff withdrew forbearance and insisted on the delivery. The plaintiff's claim at the rate of \$120, and I think they are to be given that sum as the measure of calculating the damages. I do not think there is any necessity for reference as the evidence here is all that could have been given on reference. Therefore judgment must be given for the plaintiffs for the amount claimed.

Hon. Mr. Sharp.—I am prepared to call on the other case.

Mr. Pollock.—I should like a little time to consider the position.

His Lordship.—The case can be called at the conclusion of the Criminal Sessions.

MARINE MAGISTRATE'S COURT.

Thursday, 16th February.

BEFORE HON. CAPT. L. A. W. BARNES LAWRENCE, R.N. (MARINE MAGISTRATE).

STEAM LAUNCE TRAFFIC.

The master of the steam launch *Kowloon* was proceeded against by Sergeant Aris of the Water Police, for (1) Unlawfully failing to observe the rules of the road, as laid down by H.M.'s Order in Council, in Victoria Harbour; and (2) Wilfully using the steam whistle of his launch other than for the purpose of navigation.

Charles Aris deposed: On the morning of the 16th instant I was following the German mail steamer down the central fairway on her port side. The defendant's launch was approaching from the direction of Kowloon wharf. When about 50 yards off I gave the signal that I was going to starboard by one short blast on the whistle. The defendant then gave the signal of two short blasts, and came on his course. I kept on my course, the defendant refusing to give way until he got within 20 yards. He then altered his course to starboard, and collided with a small cargo boat.

Defendant was fined \$5.

In answer to the second charge, defendant stated that it was customary for launches to blow a whistle on passing the Kowloon godowns wharf, to attract the attention of cargo boats which they have to take in tow.

By the Court: I know the regulations, but do as other launches do.

His Worship inflicted a further fine of \$20.

INDIAN COTTON.

In connection with the efforts still being made by American speculators to control the supply of raw cotton, it is satisfactory to learn, remarks a London paper, that there is a chance of an improvement in the quality of the cotton grown in India. Hitherto Indian cotton has been too short in the staple to serve the needs of Lancashire as American cotton does, and great difficulties have been experienced both in trying to acclimate exotic cotton plants in India and in trying to improve the indigenous plants by selecting seed. There is good reason, however, to believe that these difficulties would, perhaps, have been overcome before now if the problem had been dealt with by private enterprise instead of being left to the overburdened officials of the Indian Government. At any rate, private enterprise, stimulated by the British Cotton Association, is now beginning to move in the matter, and experiments are to be carried out in the most likely situations all over India. One very hopeful discovery has already been made, namely, that tree cotton yields more favourable results than the ordinary plant cotton, and experts believe that it was from tree cotton that were produced those marvellously fine muslins which India used to send to Europe in the eighteenth century. If this discovery should yield further investigation the results hoped for, an immense source of new wealth will be opened up for our great dependency, and a very valuable addition will be made to the sources of Lancashire's raw material.

FINANCES OF RUSSIA.

The Standard correspondent at Moscow wrote on Jan. 15.—The figures of the Budget are the strongest plea in favour of peace that has been put forward. The Estimates show, to close observers, that the country will reach the end of its resources of every kind if the war continues for another three months. Yet the attempt is made to prove that Russia is industrially, commercially, and financially unshaken, after a whole year of exceptionally costly warfare. The Budget is too obviously intended for consumption abroad.

THE LAOU KUNG MOW COTTON SPINNING AND WEAVING CO., LIMITED.

The report for presentation at the eleventh ordinary meeting of the Company read as follows:—

The Directors submit their Report, together with the Accounts of the Company, for the twelve months ending 31st December, 1904.

The year has been one of exceptional difficulty owing to the great fluctuations in the values of cotton and yarn.

In accordance with the resolution passed at the last General Meeting, the sum of £1,168.44 has been written off to Depreciation Account.

This year's profit shows a credit at Profit and Loss Account of £1s. 44/03/86, including £1s. 500 brought forward from 1903, which the Directors recommend to be dealt with as follows:—

Depreciation of Mill Buildings, £1s. 3,000.00

Reservoir and Land Improvements, 5,000.00

Machinery, 25,000.00

Furniture, 239.86

To be Carried forward to New Account, 10,000.00

Tls. 44,03.86

DIRECTORS:

Mr. Korff asked the Board on leaving Shanghai and Mr. C. Michelau was asked to join the Directors; his election will require the confirmation of the Shareholders.

Mr. J. M. Young and Mr. Ching Liang-yu retire in rotation as required by the Articles of Association, but offer themselves for re-election.

AUDITOR:

During the absence of Mr. Geo. R. Wingrave the Accounts of the Company have been audited by Mr. W. H. Anderson on his behalf: the re-election of Mr. Wingrave to the position of Auditor will require the confirmation of the Shareholders.

J. M. YOUNG, Directors.

C. MICHAELAU, Directors.

LIBERTY & CO., General Managers.

Shanghai, 2nd February, 1905.

The accounts are as follows:—

PROFIT AND LOSS ACCOUNT.

31st December, 1904.

Dr. To interest, £1s. 21/14.63

To less rentals of Chinese houses, 2,160.02

To repairs and renewals, 21,745.61

To agency commission, 4,500.00

To directors' and auditor's fees, 2,200.00

Tls. 34,651.77

To depreciation, 49,168.44

To balance, 44,03.86

Tls. 127,260.07

Cr. By balance 1903, 64,668.44

By transfer fees, 131.00

By unpaid dividends account, 50.00

By balance of spinning account 1904, 62,496.44

Tls. 127,260.07

BALANCE-SHEET.

31st December, 1904.

LIABILITIES.

Tls. Capital—\$3,00 shares, of which are issued 715,800.00

Overdraft at bankers, 154,020.65

Loan against cotton, 10,000.00

Sundry creditors, 7,353.28

Balance of profit and loss account, 44,03.86

Tls. 127,260.07

ASSETS.

Buildings, Tls. 195,576.47

Part out of godown, 73.10

Tls. 196,313.57

Machinery, 290,000.61

Less depreciation, 131,903.61

Tls. 158,096.00

Property Chinese houses, 52,405.76

Less depreciation, 12,405.76

Tls. 40,000.00

Reservoir and land improvements, 32,889.86

Less depreciation, 12,889.86

Tls. 20,000.00

Furniture, 3,925.50

Less depreciation, 1,376.71

Tls. 1,549.00

Additions during year, 1,522.23

Tls. 2,111.32

Value of stock:—

Yarn, 102,166.34

Cotton and waste, 62,650.35

Coal, 45.00

Mill stores, 20,657.66

Tls. 203,938.75

Unexpired fire insurance, 2,763.15

Tls. 122,123.70

THE VOLUNTEERS.

The following is an extract from a report on the Inspection by Major-General F. G. Slade, C.B., R.A., on the 4th instant:—

The practice, considering the foggy state of the weather, was decidedly good, both from the Field and Machine Gunners. Faulty observation, neglect to bracket fuses, and going to shrapnel with too short a fuze, led to irregular shooting in some cases. I ordered a change of objective for the 15 Pr. which brought them into line with the Maxim and at a very small interval from them, and fire was opened from both natures on two separate targets.

Ranging on the new objective by the 15 Pr. Battery was well and rapidly carried out, in spite of the rattle of the Maxim above

which it was difficult to hear. This experience was I believe, new to the Corps and I think they appreciated the difficulties of maintaining fire

NOTICE.

Communications respecting Advertisements, Books, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for C. V. & Co.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed.

Liber's, P.O. Box, 232, Telephone No. 12.

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN."

Captain Roach, will be despatched for the above ports on SUNDAY, the 19th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 16th February, 1905. 473

NIPPON YUSEN KAISHA.

FOR KOBE (DIRECT).

THE Norwegian Steamship

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Captain Pederson, will be despatched for the above port on SUNDAY, the 19th inst., at NOON.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 17th February, 1905. 480

HONGKONG JOCKEY CLUB.

RACE MEETING, 1905.

TUESDAY, WEDNESDAY, THURSDAY,

AND SATURDAY (OFF DAY),

21st, 22nd, 23rd and 25th FEBRUARY.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE

may be obtained from Messrs. KELLY & WALSH, LD., or at the Gate. Price \$7 for the Meeting (excluding the OFF Day), or \$3 per day.

Tickets for the OFF Day, \$2.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 13th February, 1905. 449

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Stand and an Enclosure will be reserved

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Tickets for which will be sent out with the Members' Tickets after WEDNESDAY, 15th inst.

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ENCLOSURE of the RACECOURSE

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MONDAY, 20th inst.

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Hongkong, 13th February, 1905. 442

WANTED.

ONE BEDROOM, FURNISHED or

UNFURNISHED, with Verandah and

Bathroom attached, one of the Higher Levels.

Apply, stating full particulars to—

BOX 2810,

Care of Daily Press Office.

Hongkong, 28th January, 1905. 31

WANTED.

A COOUNTANT AND CLERK for The

Robinson Piano Co., Ltd., also one for

Shanghai. Clean record necessary.

Hongkong, 4th February, 1905. 373

SHORTHAND.

PRIVATE LESSONS given in Pitman's

Shorthand. Terms moderate.

Apply by letter to—

"J. W."

P. O. Box 143.

Hongkong, 10th January, 1905. 200

AUCTIONS

PUBLIC AUCTION

THE Undersigned has received instructions

to Sell by Public Auction,

on

MONDAY,

the 20th FEBRUARY, 1905, commencing at

11 A.M. at the Hongkong and Kowloon

Wharf and Godown Co's Godown,

West Point.

MONDAY,

the 27th FEBRUARY, 1905, commencing each

day at 2.30 P.M. at the SALE ROOMS,

Duddell Street.

A MAGNIFICENT COLLECTION OF

JAPANESE ART CUBES AND SILK

EMBROIDERIES,

Comprising—

OLD TEMPLE BROCADES and BRO-

CADED PRIEST ROBES; FINE SILK

EMBROIDERED WORKS of ART, such as

HANGINGS (Landscapes, Flora, Designs,

Birds, &c.); MANTEL DRAPERY; BED-

SPREADS; TABLE COVERS, KIMONOS,

CURTAINS, SCREENS, &c.;

VERY FINE DAMASCENE WARE—

CIGAR, CIGARETTE CASES, MATCH

JEWELRY BOXES, CARD CASES,

UMBRELLA HANDLES, BUTTONS, &c.;

CHOICE SILVERWARE—JEWELRY

and BOXES, VASES and BOWLS, &c.;

FINELY EXECUTED GOLD LAC-

QUERED SCREENS, BOXES and

STANDS, RED and BLACK LACQUERED

CABINETS, TABLES and CHAIRS;

OLD BRONZE VASES, FINE SAT-

SUMA and IMARY WARE, CUT VELVET

PICTURES (Silk) and a Variety of other

CURIOS.

TERMS—As usual.

The Collection will be on Exhibition from

Wednesday, the 22nd February.

Catalogues will be issued.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 16th February, 1905. 469

NOTICE.

GREAT NORTHERN STEAMSHIP

COMPANY.

NIPPON YUSEN KAISHA.

THE NIPPON YUSEN KAISHA begs

to notify that it HAS ACCEPTED

the AGENCY OF THE GREAT

NORTHERN STEAMSHIP COMPANY

in CHINA and JAPAN, and that the

"MINNESOTA," the first steamer of the

new line, is scheduled to arrive in Yokohama

on the 7th February, 1905 and to leave that

port on the 14th ibid for KOBE, NAGA-

SAKI, SHANGHAI, MANILA and

HONGKONG.

Hongkong, 8th February, 1905. 395

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ONE BEDROOM, FURNISHED or

UNFURNISHED, with Verandah and

THERE ARE MANY WHISKIES TO BE HAD IN HONGKONG.

BAD, PASSABLE AND OTHERWISE.

THERE ARE FEW ABSOLUTELY RELIABLE.

PUBLIC OPINION HAS CLASSED OUR

IMPERIAL HIGHLAND (RED TRIANGLE) AT \$16.00 PER DOZEN.

CLUB NO. 1 (GOLD TRIANGLE) AT \$18.00 "

AMONGST THE WHISKIES ONE CAN RELY UPON.

THEY ARE PURE MALT.

GREGOR & CO.

WINE MERCHANTS,

34, QUEEN'S ROAD.

THE WAR IN THE FAR EAST.

The Times military correspondent wrote, on 7th January:

The fall of Port Arthur and the dawn of a new year make it a suitable moment to review the general situation at the front and to notice the changes that have taken place since this subject was last discussed in these columns on November 26.

It is stated that the capture of the great Pacific fortress will be followed by the transfer of the larger part of the besieging army to Liaoyang, and that only a small body of men will be left as a garrison at Port Arthur. This seems a reasonable proceeding, and we must consequently allow that General Nogi's three divisions will soon become available on the Shaho, either as a general reserve or, as Colonel Gaskin seems to suggest, to prolong the right of the Japanese line, which will then be stronger by some 50,000 additional troops of tried value.

But this reinforcement, valuable as it is, will hardly be sufficient to afford that annihilating numerical superiority which the Japanese must now desire to provide in order to deal a crushing blow when the season allows a forward movement. We have constantly referred to the necessity which has confronted the Tokyo War Office, for the last four months past, to enlarge their view of the requirements of the situation in view of the great achievements of Prince Khilkoff's department upon the Russian line of communications, and there is every reason to believe that this has been done.

In order to obtain peace, ordinary battles followed by ordinary victories and ordinary results will only lead to a useless prolongation of the struggle. Numbers only can annihilate, and the result of the great battles of Liangyang and the Shaho must long ago have impressed this maxim in a very forcible manner upon Yamagata and his assistants in Japan.

Concerning the situation on the Shaho at this moment, the armies are in such close proximity that events are at the mercy of an incident or a stroke initiated by a subordinate. But just as two months ago, there were certain circumstances which led us to believe that neither side would advance for some time to come, so now there are certain other circumstances which are worth consideration.

In order to move at this season of the year an army must be able to find food, water, forage, and fuel, and it must be housed. The supply of water presents obvious difficulties at this season, forsooth there is none save what the army carries with it, and all accounts show that fuel is only obtained in small quantities and with difficulty even while the armies remain halted. If the country and the roads present fewer difficulties for the movement of carriages at this season than at any other, it is not possible for a sustained advance to be undertaken without such serious losses of men and animals by exposure as would be almost as bad as a defeat. Nothing is impossible in war, but many things are not expedient; and though no one would care to foretell a Russian resolve, which is usually formed irrevocably of circumstances, it would certainly be a very foolish act to initiate an advance without weighing all the circumstances and without being able to prosecute a movement once begun.

Operations at the present date, we should judge, can only be undertaken by small bodies of troops with special equipment, in so far as continuous movements are concerned. More important affairs must be limited rather to hours than to days, since the losses by exposure for a longer period would tend to ruin the army inciting them. Kuropatkin, indeed, in a recent missive to a department of St. Petersburg, speaks of the losses he expects to incur by cold and exposure when he advances. The offensive is still apparently, in his mind, but unless he is beguiled into an attack before Nogi's troops reach Oyama there is no special fascination for him in movement before his reinforcements appear and his three armies are regularly constituted. We should certainly believe that he is at present in no condition to take the field with success, nor can we name a date when this situation is likely to be changed.

If we must all admire the pluck and gallantry of an army that does not know when it is beaten, it would also be agreeable if we could see some glimmering of an understanding of the situation in the circles of the Russian Government and in those of the higher command. But at present there is none, and consequently nothing remains but to continue the war until victory inclines to the Tsar's standards as Russia anticipates, or until honourable defeat is turned into irreparable disaster as an increasing body of opinion in the rest of the world expects.

Even Germany has at last come almost into line with British and American opinion, now that the constant and reiterated assurances of Russian victory emanating from Berlin have been so persistently falsified by events. We are even told that the German Emperor solemnly warned the Tsar of his danger ten days before war broke out, and in the *coulisses* of diplomacy, as our Vienna correspondent recounted yesterday, the exact words of the Imperial warning are narrated. Provided the story has not been imagined *après coup* to restore the shattered prestige of German military foresight, his Imperial Majesty is certainly to be congratulated upon his prescience, and it is only to be regretted, for the sake of Russia, that this remarkable warning was not allowed to see the light, and that, on the contrary, very different views found expression in the organ of the General Staff and in the columns of the officially inspired Press, serving to encourage the Russians to persevere in the fatal course of action which has led them to the calamities of the present hour.

I was conversing with a friend one day about the good qualities of medicines, when I was told that Mother Seigle's Curative Syrup would cure me if I would give it a trial. I began to use it, and from that day I commenced to mend. All the very distressing symptoms have left me, and I have been able to attend to business ever since my cure, which was seven years ago. My children all use Mother Seigle's Syrup for indigestion, and I recommend it to a number of my constituents."

Mr. T. de Klerk is a foreman packer in one of the largest wholesale houses in Port Elizabeth. He was born in South Africa, and came to Port Elizabeth from Aberdeen, C.C., fifteen years ago. He lives in Spring Street. Writing on July 27th to the proprietors of Mother Seigle's Syrup, he says: "Mother Seigle's Syrup has proved of inestimable value to me. Five years ago I fell into a very bad state of health through indigestion. For months my life was a misery to me; I could neither eat nor sleep and my stomach could not retain anything I ate. My bowels acted irregularly and caused splitting headaches. Doctors did not appear to understand my case, and instead of becoming any better I grew worse."

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The CHRONICLE covers the notable events of the last half century in the Far East together with the Treaties of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs' Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Code, Chinese Festivals, Tables of Money, Weights and Measures, and other Commercial Information including a

TREATIES WITH CHINA.

Great Britain—Nanking, 1842; Tientsin, 1858; Tariff Agreement and Rules, 1858; Convention, 1860; Rules for Joint Investigation of Customs' Sciences, 1869; Chong, 1876, with Additional Articles; Opium Convention, 1880; Chongking Convention, 1891; Tibet, Sikkim Convention, 1890; Burma Convention, 1897; Kowloon Extension, 1898; Weihsien, 1898; Convention, Commercial, Shanghai, 1902; Emigration Convention, 1904.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1882; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States—Tientsin, 1858; Additional Convention, 1868; Peking, 1880; Immigration, 1891; Commercial, 1903.

Germany—Tientsin, 1861; Peking, 1880; Kiao-chau Convention, 1898; Railway and Mining Concessions, 1898.

Japan—Shimotsuke, 1895; Liangtung Convention, 1895; Commercial, 1896; New Ports, 1896; Supplementary Commercial, 1903.

Russia—St. Petersburg, 1851; Russian Land Trade, 1881; Port Arthur and Talienshan Agreement, 1888.

Portugal, 1888; Commercial Treaty, 1904.

FINAL PROTOCOL made between China and Elwyn Powers, 1901.

THE Undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS & CO.

Hongkong 28th April, 1904

L'UNION DE PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSSSEN & CO.

Hongkong, 1st January, 1904

AACHEN AND MUNICH FIRE INSURANCE CO., LTD.

OF AIX-LA-CHAPELLE

THE Undersigned having been appointed AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE & Current Rates.

REUTER, BROCKELMANN & CO.

Agents.

Hongkong, 21st April, 1904

181

HIRANO WATER.

THE QUEEN OF TABLE WATERS.

PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST.

Bottled in Japan by H. E. REYNELL & CO.

WAREHOUSE, 31st July, 1903.

F. BLACKHEAD & CO., AGENTS

Hongkong, 31st July, 1903.

GEO. FENWICK & CO., LTD.

ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially

Caters for Ship and Engine Repairing. The Works may be reached in 10 minutes from Blake Pier by Ricksha or Electric Tram.

Launches will call alongside vessels in the harbour flying the Call Flag E.

Telephone 142.

Hongkong, 2nd January, 1905.

33

DOCKS AND SHIPBUILDING.

NAGASAKI.

CODE WORD: "DOCK," NAGASAKI.

A. I. B. C., Scotia & Engineering Co., Ltd.

DOCK No. 1 (TATEGAMI)

Extreme Length... 523 feet.

Length on Blocks... 513.

Width of Entrance on Top... 83.

Width of Entrance on Bottom... 77.

Width on Blocks at Spring Tide 254.

DOCK No. 2 (MUKAIJIMA.)

Extreme Length... 371 feet.

Length on Blocks... 350.

Width of Entrance on Top... 66.

Width of Entrance on Bottom... 53.

Water on Blocks at Spring Tide 23.

PATENT SLIP (at KOSUGI).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

7361

NOW ON SALE.

IMPERIAL QUARTO

ENGLISH AND CHINESE DICTIONARY.

WITH THE PUNTING AND MANDARIN PRONUNCIATION.

For comprehensiveness and practical service this Work stands unrivaled. All the words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given in *extenso*. Each and every word is fully illustrated and explained, forming a series of words which the Chinese and English types correspond in the size of body, thereby effecting a vast economy of space, achieving a clearer and more easily attained, and dispensing with those vast margins and vacuous spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work the following facts are submitted for consideration:

Chalmers' Vocabulary contains at about 16,000 Chinese characters and Macleod's English and Chinese Dictionary about 100,000 whilst this work contains more than 50,000 English words and upwards of 600,000 Chinese characters.

Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves who explain subjects fully with which very few, indeed of them are perfectly acquainted.

To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

4 Vols. IMPERIAL QUARTO. Price \$20.

A large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

HONGKONG

DAILY PRESS" OFFICE, 14, Des Voeux Road Central.

THE PROVINCE OF SHANTUNG.

ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.

Reprinted from the "HONGKONG DAILY PRESS"

Price 50 cents Cash, Meads, Kelly & Walsh

or Daily Press Office

Hongkong, 31st January, 1900.

11

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and the well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

The Takashima Colliery has been completed and the well-known best and most economical steam Coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 15th February, 1905.

[11]

part of the engagement the Japanese were themselves the assailants.

Apart from the closing scenes of the great tragedy of Port Arthur, the attention of Russia and of the civilized world has been almost wholly absorbed of late by the liberal movement which has shaken the autocratic edifice from roof to basement and which necessarily have momentous consequences, since it is clear that the forces which have produced this political disturbance draw their strength from every class of the Russian community, from the highest nobles down through every intermediate class to the lowest of the peasants. This evolution can hardly fail to have a very decided influence upon the duration of the war, since not only are men's minds in Russia wholly preoccupied with projects of internal reform, but they are also upon the arrest of hostilities as a necessary preliminary to these reforms. The state of Poland, and the excesses committed by mobilized troops, which have been of a far more serious nature than has been allowed to transpire, all tend in the same direction.

It is stated that the capture of the great Pacific fortress will be followed by the transfer of the larger part of the besieging army to Liaoyang, and that only a small body of men will be left as a garrison at Port Arthur. This seems a reasonable proceeding, and we must consequently allow that General Nogi's three divisions will soon become available on the Shaho, either as a general reserve or, as Colonel Gaskin seems to suggest, to prolong the right of the Japanese line, which will then be stronger by some 50,000 additional troops of tried value.

But this reinforcement, valuable as it is, will hardly be sufficient to afford that annihilating numerical superiority which the Japanese must now desire to provide in order to deal a crushing blow when the season allows a forward movement. We have constantly referred to the necessity which has confronted the Tokyo War Office, for the last four months past, to enlarge their view of the requirements of the situation in view of the great achievements of Prince Khilkoff's department upon the Russian line of communications, and there is every reason to believe that this has been done.

In order to obtain peace, ordinary battles followed by ordinary victories and ordinary results will only lead to a useless prolongation of the struggle. Numbers only can annihilate, and the result of the great battles of Liangyang and the Shaho must long ago have impressed this maxim in a very forcible manner upon Yamagata and his assistants in Japan.

Concerning the situation on the Shaho at this moment, the armies are in such close proximity that events are at the mercy of an incident or a stroke initiated by a subordinate. But just as two months ago, there were certain circumstances which led us to believe that neither side would advance for some time to come, so now there are certain other circumstances which are worth consideration.

In order to move at this season of the year an army must be able to find food, water, forage, and fuel, and it must be housed. The supply of water presents obvious difficulties at this season, forsooth there is none save what the army carries with it, and all accounts show that fuel is only obtained in small quantities and with difficulty even while the armies remain halted.

If the country and the roads present fewer difficulties for

SHIPPING.

ARRIVALS.

ACHILLER, British str., 4,483, R. C. Thompson, 16th Feb.—Liver, oil and Singapore 10th Feb. General—Butterfield & Swire.
HANU, French str., 739, P. Merle, 16th Feb.—Haihung and Hoilow 15th Feb, General—A. R. Mart.

JASON, Norwegian str., 1,135, E. M. Nilson, 16th Feb.—Cardiff 6th Feb, Coal—Alex. Ross & Co.
MERIONETHSHIRE, British str., 1,950, C. H. Burch, 16th Feb.—put back, General—Stewar, Tones & Co.
OSCAR II, Norwegian str., 2,000, E. Olsen, 16th Feb.—put back, General—M. M. 16th Feb.—Koishu.
PRINCESS ALICE, German str., 6,720, P. Wettin, 16th February—Bremen and Singapore 14th February—Mails and General—M. Melchers & Co.
RAON, Norwegian str., 329, N. Müller, 16th Feb.—Hongkong 11th Feb. Ballast—Orle.
SHAONING, British str., 1,307, Northcoast, 16th Feb.—Shanghai 12th Feb, General—Butterfield & Swire.
TAKSANG, British str., 16th Feb.—from Canton.
WAHNSIN, British str., 16th Feb.—from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, 16th February.

Hue, French str., for Kwangchauan.
Mouang, British str., for Kulat.
Shedding, British str., for Canton.
Takson, British str., for Shanghai.
DEPARTURES.

16th February.

AN PHO, British str., for Kobo.
EASTERN, British str., for Shanghai.
HAIKUN, British str., for Swatow.
HELLAC, German str., for Chinkiang.
KWANGSE, British str., for Shanghai.
LAESTER, British str., for Saigon.
LUSA, Swedish str., for Chinkiang.
PRINCESS ALICE, German str., for Shanghai.
PROGRESS, German str., for Paracel Island.
SWAZI, British str., for Yokohama.

VESSELS IN DOCK.

16th February.

ABERDEEN DOCKS—Son Cheong, M. Strate.
KOWLOON DOCKS—Katharine Park, Anna, D. H. Hockstein, Kaifong, Cebu, H.M.S. Moor, Ieu, Hongkong, Trilo, Tsinghau, German str., H.M.S. Oster.
METROPOLITAN DOCK—Macau.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"ARRATOON APCAR," Captain E. Fey, will be despatched for the above ports TO-MORROW, the 18th inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSON & CO., LTD., Agents.

Hongkong, 13th February, 1905. 435

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship.

"PURNEA," Captain Pearson, will be despatched as above on SUNDAY, the 19th inst., at DAYLIGHT.

For Freight or Passage, apply to JARDINE, MATTHESON & CO., Agents.

Hongkong, 13th February, 1905. 447

COMPAGNIE DES MESSAGERIES MARITIMES, PAQUEBOTS—POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"OCEANIAN," Captain Oliver, will be despatched for the above ports on or about the 21st inst.

For Freight or Passage, apply to L. BRIDOU, Acting Agent.

Hongkong, 15th February, 1905.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-

TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN."

Captain H. W. Kenrick, R.N.R. carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 25th February, at NOON, taking passengers and cargo for the above ports in connection with the Company's str., "Mongolia," 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R. M.S. "Arabia," due in London on the 8th April, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 13th February, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL (WITH LIBERTY TO CALL AT THE MALARIA COAST).

PROPOSED SAILINGS.

For freight and further information apply to SHEWAN, TOME & CO., General Agents.

Hongkong, 30th January, 1905. 488

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS IN CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1904.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blinde Pier.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG & B.R.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	CHUSAN	Brit. str.	—	H. W. Kenrick, R.N.R.	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON, ANTWERP, &c.	SINGAPORE, &c.	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 1st Mar.
AMSTERDAM, LONDON, & ANTWERP	INDOMENUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON, & ANTWERP	STENTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th Mar.
AMSTERDAM, LONDON, & ANTWERP	ACHILLER	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 28th Mar.
AMSTERDAM, LONDON, & ANTWERP	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th April.
AMSTERDAM, LONDON, & ANTWERP	KARIB	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd April.
MARSELLES, LONDON, & ANTWERP, &c.	BUCENTAUR	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 20th inst., at Noon.
MARSELLES, &c., VIA PORTS OF CALL	BUENOS AIRES	Freight	—	—	MESSENGERIES MARITIMES	On 21st inst., at 1 P.M.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	HAMBURG-AMERIKA LINIE	On 18th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	MELCHERS & CO.	On 1st Mar., at Noon.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	REGULAR STEAMSHIP SERVICE TO NEW YORK	On 21st inst.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALARIA COAST).	On 8th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	PROPOSED SAILINGS FROM HONGKONG	On 19th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	1905.	ABOUT
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	SATSUMA	29th Feb.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	RICHMOND CASTLE	4th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	SAINT FILLANS	17th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	For Freight and further information, apply to DODWELL & CO., LTD.	Agents.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	Hongkong, 10th February, 1905.	[27]
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	REGULAR STEAMSHIP SERVICE TO NEW YORK	On 15th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALARIA COAST).	On 20th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	PROPOSED SAILINGS FROM HONGKONG	On 21st Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	1905.	ABOUT
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	SATSUMA	29th Feb.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	RICHMOND CASTLE	4th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	SAINT FILLANS	17th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	For Freight and further information, apply to DODWELL & CO., LTD.	Agents.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	Hongkong, 1st February, 1905.	[28]
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	NIPPON YUSEN KAISHA	29th Feb.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	FOR MARSELLS, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	On 8th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	THE English Line Steamship	On 15th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	"BUENOS AIRES,"	On 15th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	Captain Risson, will be despatched as above on MONDAY, the 20th inst., at NOON.	For Freight, apply to
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	B. MORI,	Acting Agent.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	Hongkong, 7th February, 1905.	[38]
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	COMPAIGNIE DES MESSAGERIES MARITIMES.	French Mail Steamers.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSELLS, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS,	On 15th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	THE Steamship	On 20th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	"POLYNESIEN,"	On 15th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	Captain Broc, will be despatched for MARSELLS on TUESDAY, the 21st February 1905, at 1 P.M.	Passage tickets and through Bills of Lading issued for above ports.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	Cargo also booked for principal places in Europe.	Next sailing will be as follows:
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	S.S. "CALEDONIEN" ... 7th March.	STEAM FOR
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	S.S. "OCEANIEN" ... 21st March.	FIUME AND TRIESTE (DIRECT),
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	S.S. "TURARE" ... 4th April.	Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN SUEZ and PORT SAID.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	L. BRIDOU,	(Taking cargo at through rates to the BEAISLS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADEATIC PORTS).
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	Hongkong, 8th February, 1905.	Acting Agent.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.	On 15th Mar.
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	STEAM FOR	FIUME AND TRIESTE (DIRECT),
MARSELLES, HAVRE & HAMBURG	BUENOS AIRES	Freight	k. w.	—	Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN SUEZ and PORT SAID	

OCEAN STEAM SHIP CO., LTD.
AND
**CHINA MUTUAL STEAM
NAVIGATION CO., LTD.**
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"ACHILLES"	On 16th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 3rd March.
GLASGOW and LIVERPOOL	"AN PENOR"	On 5th March.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th March.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 10th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 13th March.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 18th March.
GLASGOW and LIVERPOOL	"OANFA"	On 21st March.
GLASGOW and LIVERPOOL	"KAISOW"	On 25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 28th March.

HOMEWARDS.

FROM	STEAMERS	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.
GENOA, MARSEILLES and LIVERPOOL	"MACHAON"	On 11th April.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 25th April.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and PA. PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"PINGSUEY"	On 6th March.
For Freight, apply to—	"OANFA"	On 24th March.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th February, 1905.

**CHINA NAVIGATION CO.
LIMITED.**

PORT	STEAMERS	TO SAIL
SHANGHAI	"TAIWAN"	On 18th February.
NINGPO and SHANGHAI	"SZECHUAN"	On 20th February.
CEBU and ILOILO	"SUNGKIANG"	On 20th February.
SHANGHAI	"PAOTING"	On 21st February.
MANILA	"TEAN"	On 21st February.
KOBE	"CHANGSHA"	On 22nd February.
CEBU and ILOILO	"KAIKONG"	On 23rd February.
TIENTSIN	"KANSU"	On 25th February.
CHEPOO and TIENTSIN	"CHIRLI"	On 26th February.
PORT DARWIN, THURSDAY	"CHANGSHA"	On 13th March.
ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BELLISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 13th March.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 17th February, 1905.

**CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN" ... 6,000 Tons WEDNESDAY, 8th Mar.
R.M.S. "ATHENIAN" ... 3,852 Tons WEDNESDAY, 15th Mar.
R.M.S. "EMPEROR OF CHINA" ... 6,000 Tons WEDNESDAY, 29th Mar.
R.M.S. "EMPEROR OF INDIA" ... 6,000 Tons WEDNESDAY, 19th April.
R.M.S. "TARTAR" ... 4,425 Tons WEDNESDAY, 26th April.
Hongkong to London, 1st Class via St. Lawrence £60, via New York £62.
Intermediate on Steamers, } ... 240. " " 242.
" and 1st Class Rail, } ... 240. " " 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at terminal ports, affording superior accommodation for that class.

Passengers booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent.

9, Pedder Street.

**PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
YOKOHAMA AND SHANGHAI, MOJI and KOBE, (Passing through the Inland Sea)	MALACCA, G. W. Babot, E.N.C.	About 19th February	Freight and Passage.

LONDON, &c.	CHUSAN, H. W. Kenrick, E.N.C.	Noon, 25th February	See Special Advertisment.
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SHANGHAI	MALTA, R. A. Peters	About 25th February	Freight and Passage.
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LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MAESELLES	FORMOSA, B. W. H. Snow	About 1st March	Freight and Passage.
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For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th February, 1905.

OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUL, VIA SWATOW AND AMOY, VIA SWATOW AND AMOY	"B. BJORNSON", C. OLSEN, "DECIMA", SCHLAIKER, "FRITCHOF", H. A. HARALDSEN	SUNDAY, 19th Feb., at Daylight.
TAMSUL, VIA SWATOW AND AMOY	"B. BJORNSON", C. OLSEN, "DECIMA", SCHLAIKER, "FRITCHOF", H. A. HARALDSEN	WEDNESDAY, 22nd Feb., at Daylight.
TAMSUL, VIA SWATOW AND AMOY	"B. BJORNSON", C. OLSEN, "DECIMA", SCHLAIKER, "FRITCHOF", H. A. HARALDSEN	SUNDAY, 26th Feb., at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office.

No. 8 Des Voeux Road Central, Hongkong, 13th February, 1905.

T. ARIMA, Manager.

SHIPPING IMPORT.

STEAMERS.

ACACOURA, British str., 2,826 H. T. Worsnop, Hainan Island 1st Oct.—Gilmour & Co.
AMARA, British str., 1,400, J. Mattock, 13th Feb.—Java 2nd Feb., Sugar—Jardine, Matheson & Co.

ATENRADE, German str., 611, A. P. Uderup

14th Feb.—Hoikow 18th Feb., General—

Jansen & Co.

ARDONA, British str., 2,271, W. L. Smith, 20th

January—Moj 3rd Jan., Coal—Mitsui

Busan Kaisha.

ARLETOON ASIAN, British str., 2,931, E. Fay, 9th Feb.—Calcutta and Singapore 3rd Feb., General—D. Sesson & Co.

AUGUSTA, British str., 2,251, Crowley,

14th February—Kamput 8th February, Coal—Mitsui Busan Kaisha.

BORNDAE, German str., 1,344, E. Muhle, 8th Feb.—Sandakan 2nd February, General—

Molchen & Co.

CEBU, Amur str., 617, Antonio Fueleguarrar,

31st Jan.—Manila 25th January, General—

Orler.

CHENOO, British str., 300, Ingram, 6th Feb.,

Wuhu 2nd Feb., Rice—Butterfield & Swire.

CHINA, American str., 3,180, D. E. Friede,

9th Feb.—San Francisco 10th Jan., and Shanghai 6th Feb., Mails and General—P. M.

S. S. Co.

CHOWTAI, German str., 1,104, Textor, 15th

February—Java 4th Feb., Sugar—Butter-

field & Swire.

CLARE JENSEN, German steamer, 1,102, J.

Bendix, 4th Feb.—Wuhu and Chinkiang

4th Feb., Rice and General—Jensen & Co.

CONSTANTE, Italian str., 1,671, G. Sola, 13th

Feb.—Cardiff via Singapore 17th Dec., Coal—Order.

CORNELIUS CASTLE, British str., 1,831, J.

Bleeds, 10th Feb.—Cardiff 17th Dec., Coal—

Bradley & Co.

DANALIEN, German str., 1,165, H. Martens,

10th Feb., Samarang and Tegal (Java)

30th Jan., Sugar, Nuts, &c.—Chino.

EMPEROR OF JAPAN, British str., 3,130, Hy-

